

Loudon Free Press.

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LOUDON, TENNESSEE, JUNE 10, 1853.

NO. 30.

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LOUDON:

FRIDAY, JUNE 10, 1853.

THE LOUDON FREE PRESS.

For 1853.

Having assumed the onerous and responsible duties of public journalists, we feel the just desire to increase the circulation of our paper, as it will not only increase our emoluments of doing good, but at the same time give us reasonable remuneration for our labors. To accomplish this desirable end, we have determined to send out this Prospectus with a request that all who feel an interest in the increased circulation of our paper will send us the largest number of subscribers they possibly can. Yet we cannot make this request without troubling appropriate acknowledgements to several friends whose exertions in presenting our subscribers have not been unnoticed by us.

We deem it unnecessary to occupy a lengthy exposition of the leading features of the Free Press. Its political complexion is uncomprisingly Whig—but we are truly glad that the evil times of unremitting political warfare has for a time at least ceased, and those so long and so recently in antagonistic array, are drawing together in friendship and in purpose, to muscle united effort and united wisdom to advance the interests and the *temper of the land*. We look to the promotion of the interests of Agriculture, of Manufactures and of Commerce, as being by far more important to the improvement of the country, than any political issue upon which the American people are extensively divided. These great interests shall have our warmest support. Our leading aim shall be to *arouse public sentiment* to the importance of industrial progress—of enriching our fields, of beautifying our homes—of starting up the busy hum of industry and enterprise.

As to the merits of the Free Press it is for the public to judge—we can only claim that we have earnestly endeavored to publish a paper worthy of public confidence—of sound and readable matter—containing the latest Foreign and Domestic News—fall and imperial quotations of the Provinces Markets of London, Augusta, Savannah, Macon, Charleston, and Nashville, with occasional quotations from other important points— together with the prices and number of Hogs sold in Cincinnati each week during Packing season—also the price of Pork at numerous other points, so as to give our Readers a broad and correct basis of judgement in regard to this important article of trade. In a word, our paper is for the business men of East Tennessee.

We are anxious to increase our circulation, and have determined to offer the Free Press at greatly reduced prices to Clubs—money to accompany the names, as follows—

Single Copy, 1st annum,	\$2 00
Three Copies, " "	5 00
Eight Copies, " "	12 00
Twelve Copies, " "	15 00
Twenty Copies, " "	20 00

J. W. & S. B. O'BRIEN, Publishers,

Loudon, Tenn., June 15, 1853.

ALABAMA WHIG CONVENTION.—Montgomery, Ala., June 2d.—The Whig Convention on Thursday adopted resolutions advocating State reform, internal improvements, education, and all judicial elections by the people. RICHARD W. WALKER of Florence, was also nominated as the Whig candidate for Governor.

LATER FROM TEXAS.—New Orleans, June 1.—Advices from Texas to the 27th ult. state that the accounts relative to the gold discoveries in that State are contradictory, but generally discouraging, and that it is now reported that the quantity of gold found is too small to repay the labor of digging for it.—Charleston Courier.

North Carolina Bishop.—Rev. Atkinson, Baltimore, has been elected Episcopal Bishop of North Carolina, vice Ives resigned.

Letter from the Rio Grande.—The steamship Yacht, Capt. Dwyer, arrived yesterday in fifty-six hours from Brazos Santiago, bringing \$99,871 in specie, and Brownsville papers to the 19th inst.

The Flag states that the imported goods a long which passed through Brownsville during the past year amounted, according to the Col. Legate's statement, to the large sum of five millions of dollars in value, and that the domestic manufacturers could not fall short of that amount. This will give some idea of the trade done in the valley of the Rio Grande.

Carvin, Norton and Rountree were still in prison, being unable to give bonds to the satisfaction of the U. S. Marshal. The Flag thinks it important that some disposition should be made of them.—N. O. Picayune, 26th.

From the Leader.—The Panama Star says that the rainy season has commenced, and the road from Cruces is in much need of repair.—In regard to the railroad; we find the following in the same paper.

We notice in a contemporary's columns the advertisement of a lady for a husband. "None need apply under six feet." Whee! but the lady goes in ferociously for Hy-men.

Why is the letter C like the aqua? Because it begins Chilly.

Col. JOHNSON AND THE EAST TENNESSEE AND VIRGINIA RAILROAD.

The following extract, taken from a letter written by Col. Johnson to an intelligent gentleman in Jonesborough, under date of March 31st, 1849, will show his position at that date on the East Tennessee and Virginia Railroad. This letter was written, and read by many of the best friends of the road, before the State had any interest in the work.—*Nash. Union of America.*

"My principal object in writing this inelegant epistle, is to say one or two words in relation to the situation of what I said about the railroad, while in Jonesborough, on my way home, when reduced to something tangible, is as follows:

After some time spent in consultation, in examining routes upon rail road charts and standard maps, and in discussing the necessity and feasibility of the project generally, a special committee of seven persons, consisting of Hon. John H. Crozier and Maj. C. Wallace, of Knoxville; Mr. A. Williams and Dr. Barton, of Williamson; Mr. John Fitzpatrick, of Somersett, and Messrs. Sanders Shanks, John H. Harvey, and W. D. Gallagher, of Louisville, was appointed to present an adjourned meeting to be held in the evening, some general facts bearing upon the great enterprise under consideration.

The meeting then adjourned.

At 8 o'clock in the evening, the delegates reassembled in the county court room, when the special committee made the following

Report:

The special committee appointed at a meeting of delegates this evening, after consulting among themselves, and carefully considering other schemes of public improvements more or less spoken of at Knoxville and Louisville, and weighing carefully the force of many and prominent facts, have unanimously come to the conclusion, and to make report—

That in their opinion, there is not at this time before the people of any part of either Tennessee or Kentucky, seeking their advancement, an enterprise at all comparable in interest and importance, with that of the two cities named, connecting as it will the mineral and agricultural regions of East Tennessee and the Ohio valley at the point of the falls of the Ohio river.

Among the facts and reasons which brought the committee to this conclusion, it is deemed necessary to specify in this report only a few of the more prominent. First of these is the certainty, that to Louisville this improvement will open the great system of railroads on the South Atlantic slope, which have their termini respectively at Norfolk, Charleston, Savannah, Pensacola, Mobile, and New Orleans, while at the individual stockholders, whose duty it should be to examine and survey all the dimensions from the Virginia line to Knoxville, and then with an eye single to the public good, select the cheapest and most practicable route for the road, and let that location be where it might, I was for it. If location is the last thing, those who are disappointed cannot defeat it for it will then be too late, and the public will be promoted regardless of private interest.

This is the sum and substance of what I said in a running casual conversation in Dr. Chester's tavern. Your friend,

ANDREW JOHNSON.

THE SUSPENSION BRIDGE AT NIAGARA FALLS.—The Iris has the following in regard to this great work:

First of importance in the way of usefulness, and attractions to the legions who will pass it in review, is the great combined railway carriage and foot suspension bridge, now under construction by the International Bridge Companies. The work is now being pushed forward with energy, and will be ready for the trains about the first of May next. The massive work towers, &c., are being constructed on the Canadian side by Mr. Brown, contractor, and on the American side by Mr. Gage, favorably known as contractor on various public works.

A large portion of the materials are now on the ground, and much of the rough hewing, sinking of anchor pits, &c., has been done, and the immense anchor plates and chains are coming into place.

A short year will present one of the most stupendous works in the world, as a work of art—wonderfully a place by the side of the great natural wonder, the Falls of Niagara.

If you can—Every man ought to pay his debts, if he can. Every man ought to get married, if he can. Every man should do his work to suit his customers, if he can. Every wife should please her husband, if she can. Every wife should sometimes hold her tongue, if she can. Every lawyer should sometimes tell the truth, if he can. Every man ought to mind his own business and let other people's alone, if he can. Every man should take a newspaper, and pay for it anyhow.

Ex-President Tyler is said to be suffering from dyspepsia and symptoms of consumption, and will probably long survive.

Resolved, That we recommend to the people of the states of Kentucky and Tennessee interested in this great enterprise, to push forward the work to completion at the earliest day practicable.

In conclusion the committee has thought proper to make the subjoined statement with reference to roads commenced, under way, and completed, on the southern Atlantic slope, with which the Louisville and Knoxville road, when constructed, will connect this city.

It is agreed by all, that the nearest and most direct line that will admit of the construction of such a road at an amount of cost within the probable means which can be procured for that purpose, should be adopted. Making Harrodsburg or Danville a point on the proposed road, from all the information before the committee, it is believed that a straight line of railroad to either

of those towns could not be built except with very high grades, owing to the mountainous country through which it would pass, and at a necessarily very great expense. The same objections, as far as the committee are informed, exist to a large portion of a direct line from Louisville to Knoxville, as the country on both sides of the Cumberland river for a considerable distance, as well as through that more immediately in the neighborhood of Louisville, could be passed by a railway of very high grade and with numerous and short curves.

The proposition to run from a point on the Nashville and Louisville road some miles south of Salt river up the Rolling Fork valley to the neighborhood of Danville would place the road over ground by no means the most suitable, and could also increase the distance and consequently the cost of making such a road. To make a road from the Nashville road up the Green river valley, is liable to the objection that the distance from Knoxville to Louisville would thereby greatly increased, and through a large portion of the line the road could only be made by an immense expenditure of money.

These propositions are considered by the committee as being liable to so many objections as to entirely put out of the question. The only plan which seems to present to the committee the assurance of the speedy completion of the road, is the proposition the Louisville and Frankfort Railroad Company to make a branch from their road to Harrodsburg, and thence to the State line in the direction of Knoxville. That this Company will be able to do so with the assistance of the city of Louisville, to the extent asked by them, the committee fully believe.

The estimated cost of the branch road from Hobbs' Depot to Harrodsburg is about \$1,550,000. Should the city agree to endorse their bonds for \$500,000, the Company will be placed in possession of means, including their individual and county subscriptions along the line of the road, and the amount of stock to be taken by contractors, sufficient to complete the road to a point at or near Danville. Should such a road be built that far, and there unite with the Covington and Danville line of road, the interest not only of Knoxville and Louisville, but it is believed those of Cincinnati and Louisville, will combine to insure the speedy construction of the road, so as to form at Knoxville the so much desired connection with the entire system of southern railroads. Beyond Danville, from the information derived from Col. Peichard—the engineer who has surveyed a large portion, and that the most difficult portion—it is ascertained that the route is not only practicable but such works throughout the west and south.

Among the advantages resulting to Louisville from the adoption of the proposition of the Louisville and Frankfort Rail Road Company may be named the fact, that, by the arrangement the entire line of road may be made and put in operation at an earlier period than by any other proposed plan. It will be done at a much less cost on her part, and will not only pass through the heart of the rich counties south of the Kentucky river, where trade has always been so important to Louisville, but will also penetrate the rich mineral district towards the Cumberland river, the iron and coal of which are so much needed, not only to secure profitable prosecution of the Louisville manufacturers, but for the comfort, convenience, and economical living of all classes of her citizens. It may also be remarked, incidentally, that the construction of this branch road will secure the immediate straightening of the road from Louisville to Frankfort, which fourteen miles may be saved in running distance of fifty one miles.

That the necessary amount of means to build the road from Danville or that neighborhood to Louisville can be raised, if Louisville should subscribe the \$100,000 asked by the Louisville and Frankfort Rail Road Company, no one can doubt. Forming, as this road would, the connecting link in the great central line of travel and traffic between the Southern Atlantic seaboard and the almost boundless west, it is impossible that its immense advantages, as an investment, should not be seen and duly estimated by capitalists in Kentucky and other states, and the committee feel confident that when Louisville shall have given an impetus to this great enterprise, so essential to the full development to her unsurpassed natural advantages, the means of its speedy completion will be found at once and without difficulty.

For the considerations thus briefly and hastily set forth, we recommend the adoption of the following resolutions, by the several committees now here and having the subject in charge, viz:

Resolved, That we consider the contemplated rail road connection between Louisville and Knoxville as one of vital importance to the advancement and commercial prosperity of Louisville, and as such we recommend the same to the most favorable consideration of her people and public authorities.

Resolved, That we recommend to the people of the states of Kentucky and Tennessee interested in this great enterprise, to push forward the work to completion at the earliest day practicable.

In conclusion the committee has thought proper to make the subjoined statement with reference to roads commenced, under way, and completed, on the southern Atlantic slope, with which the Louisville and Knoxville road, when constructed, will connect this city.

The East Tennessee and Georgia rail road completed to Loudon, which is 28 miles south of Knoxville, and east to and from the cities of Charleston, Augusta, Macon, and Savannah, and from the large inland towns of Alabama, are daily arriving and departing. In 12 months this road will be completed to Knoxville. From Knoxville northeasterly to the Virginia

line extends the East Tennessee and Virginia road, 120 miles, all of which is under contract and in rapid progress of construction. At the line, Virginia will connect with a rail road from Lynchburg, 200 miles; more than one third of this road is now in operation, and the remainder is being pushed forward to completion with great energy.

From Lynchburg there is now a railway connection provided for to Norfolk and Richmond, and to Alexandria and Washington City Lynchburg, Danville, Dalton, and Selma, Ala., are upon nearly a direct line between New York and New Orleans, and the chain of roads passing through these points will not vary at any point over twenty-five miles from an air line.

At Cleveland, Tenn., 89 miles below Knoxville, the East Tennessee and Georgia road branches, the easterly fork runs to Dalton Ga., and there connects with the Western Atlantic State road of Georgia, leading to Atlanta Ga. Three separate roads connect at this point: the first to Montgomery, Ala., 185 miles completed. From Montgomery to Pensacola, on the gulf, 170 miles, a road is now under contract the 2 to Macon and Savannah, 222 miles completed and in operation; the 3d, to Augusta Ga., and Charleston S. C., 350 miles. A road is projected to connect Dalton with the Alabama and Tennessee river or Selma road, at Jacksonville, Ala.; the distance is 80 miles, and the route favorable, and there is every reason to believe this road will be under contract in twelve months.

The westerly fork from Cleveland leads to Chattanooga, Tenn., 220 miles. This road is not yet in operation, but being light work, it will be completed as soon as the other connecting roads. By means of this a direct connection is formed with the Nashville and Chattanooga road, and through the Memphis and Charleston road, with the Mobile and Ohio, and with the Nashville and New Orleans roads. These roads are all either completed, or in rapid progress. The distance from Louisville to the following prominent points accessible by the construction of the Louisville and Knoxville road, are as follows:—the time is made out, assuming a speed of 20 miles per hour.

Louisville to Knoxville 220 miles 7 hours.
" to Lynchburg, Va. 550 miles 15 hours.
" to Norfolk, Va. 742 miles 25 hours.
" to Charleston by R. G. 692 miles 21 hours.
" " via Atlanta 737 miles 24 hours.
" to Savannah 712 miles 24 hours.
" to Augusta 690 miles 29 hours.
" to Atlanta 433 miles 14 hours.
" to Mobile 890 miles 27 hours.
" to New Orleans 839 miles 29 hours.
" to Memphis 656 miles 23 hours.

To every one of the above points, except the two last mentioned, the distance is shorter than by any other route now dividing public attention.

J. H. CROZIER,
C. WALLACE,
Knoxville
SANDERS SHANKS,
JOHN H. HARNEY,
W. D. GALLAGHER,
Lafayette,
A. WILLIAMS,
A. R. BARTON,
Williamsburg,
JOHN FITZPATRICK,
Somerset.

The report of the special committee was discussed at considerable length by Messrs. Sherwood and Slade, of this city, and Messrs. Crozier and Cummings of Knoxville. Mr. Sherwood spoke of the proposed road as an enterprise of unquestionable importance, and that he would cheerfully and heartily vote for the resolution notwithstanding his separation from their connecting text—but that portion of the report which instituted comparisons between the Shelbyville and Danville route and certain routes which had been more or less spoken of to branch off from a point to be agreed upon from the Nashville and Louisville road was not based upon information sufficient in amount, or of sufficient accuracy in detail to justify the conclusions which had been arrived at by the committee, or to warrant the publication of any statement upon the subject. He disclaimed from that part of the report in toto, and would have to vote against the whole unless a division was made.

The other gentleman named replied to Mr. Sherwood at some length, presenting diverse views, and sustaining the report in all its parts. The report was declared by the chairman to be in order, and Mr. Sherwood finally concurring in this opinion and the meeting adopted it unanimously, with the exception of one dissenting vote.

The convention of delegates then adjourned without day.

JAMES S. SPEED, Chairman.

W. RIDDLE, Secretary.

A BEAUTIFUL INCIDENT.—A naval officer sitting at sea in a dreadful storm, his lady was sitting in the cabin, near him, and filled with terror for the safety of the vessel, was so surprised at his composure and serenity, that she cried out:

"My dear, are you not afraid? How is it possible you can be so calm in such a dreadful storm?"

He rose from his chair, lashed to the deck, supporting himself by a